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**Han**

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(54) **AXLE ASSEMBLY MAKING WHEEL SPEED  
MEASURING PRECISELY**

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**B60B 35/18** (2006.01)  
**G01D 5/12** (2006.01)  
**G01L 17/00** (2006.01)  
**F16C 41/00** (2006.01)

(52) **U.S. Cl.**

CPC ..... **G01P 3/00** (2013.01); **B60B 35/16**

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(2013.01); **G01P 3/487** (2013.01); **B60B**

**2380/90** (2013.01); **B60B 2900/325** (2013.01);

**F16C 41/007** (2013.01)

(58) **Field of Classification Search**

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G01D 5/12

See application file for complete search history.

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(57)

**ABSTRACT**

An axle assembly for measuring wheel speed is provided. The axle assembly includes a knuckle having a locking jaw for a bearing formed at a position on a vehicle, the knuckle including an inner circumferential surface configured to allow the bearing to be inserted from the outside of the vehicle to the inside, a speed sensor affixed to the locking jaw, and a magnetic encoder affixed to the bearing.

**7 Claims, 5 Drawing Sheets**

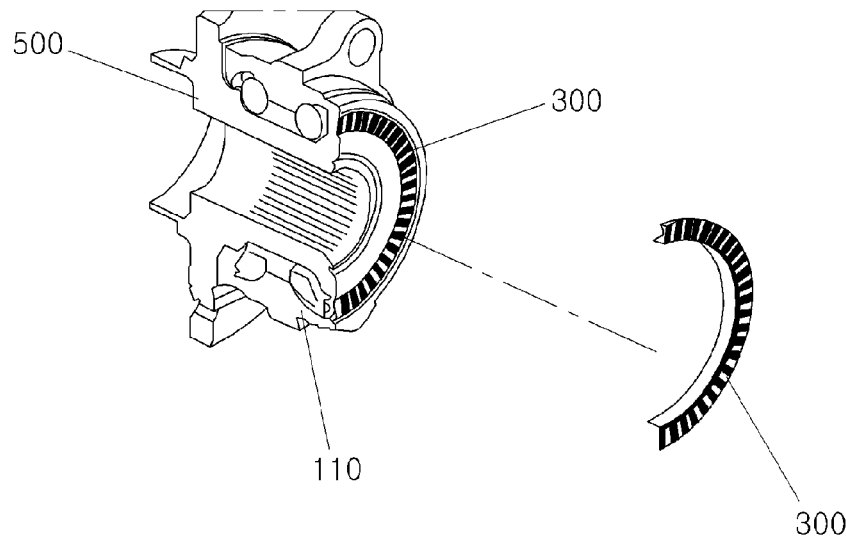


FIG.1A (Prior Art)

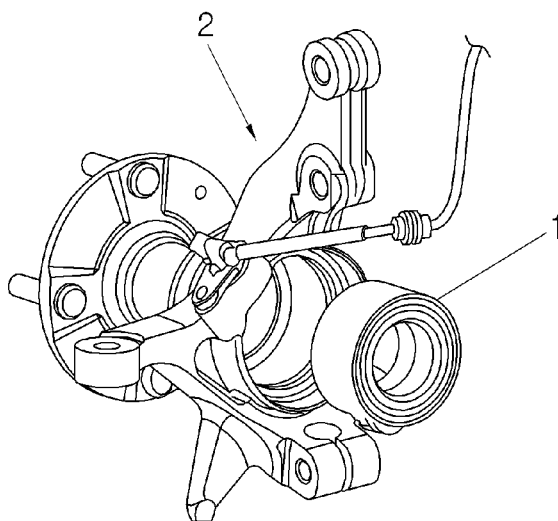


FIG.1B (Prior Art)

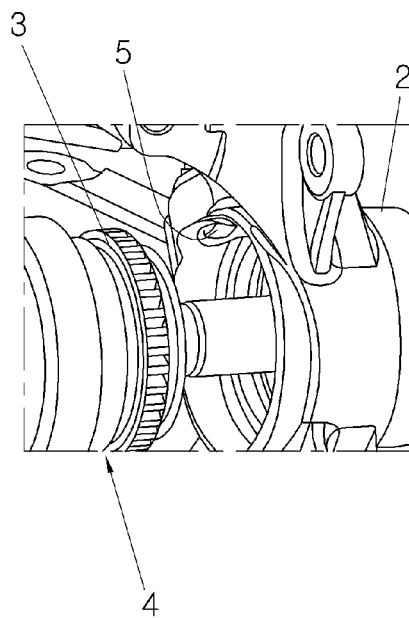


FIG.2A

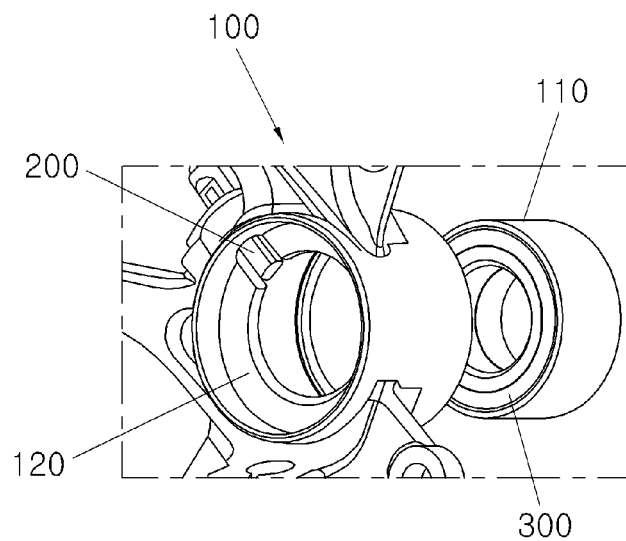


FIG.2B

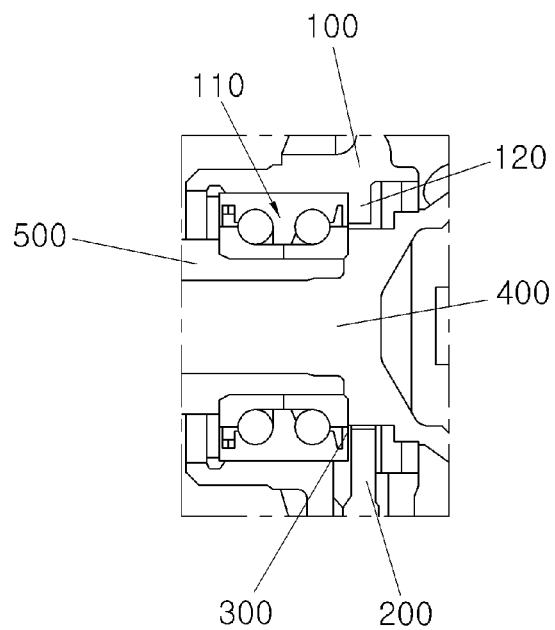


FIG.3

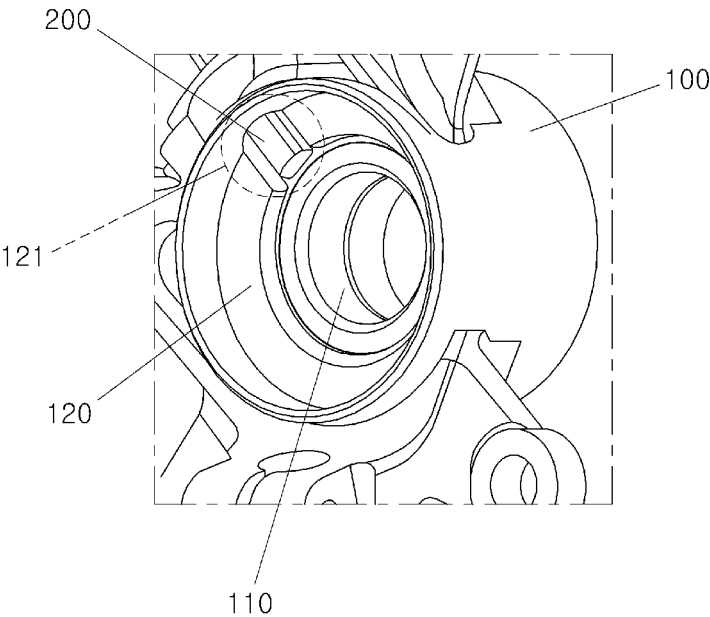


FIG.4

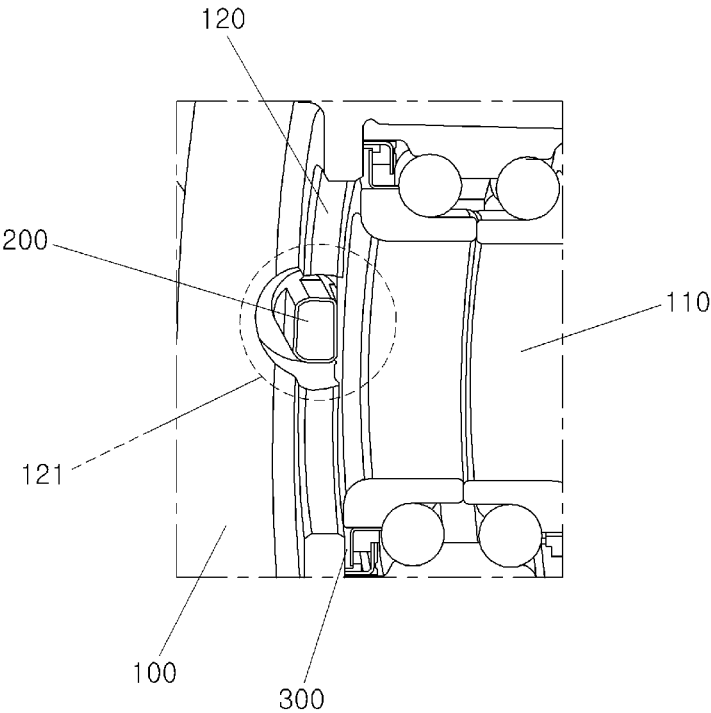


FIG.5A

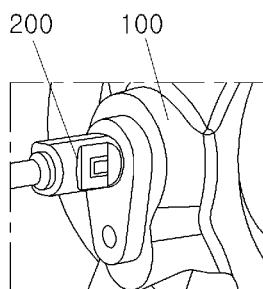


FIG.5B

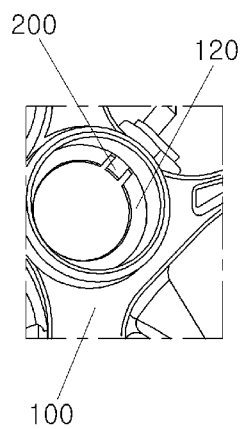


FIG.5C

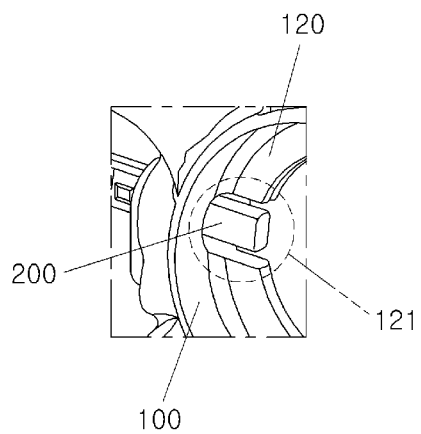
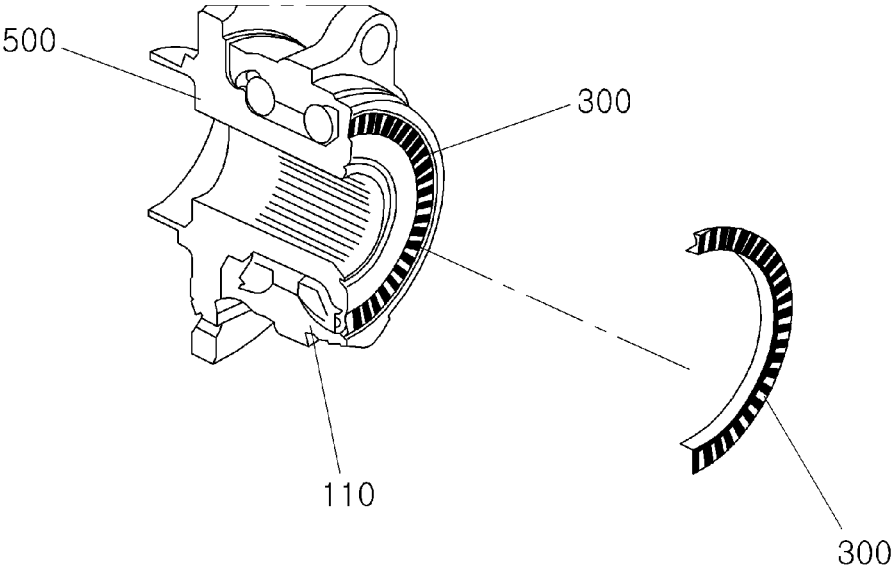


FIG.6



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## AXLE ASSEMBLY MAKING WHEEL SPEED MEASURING PRECISELY

### CROSS-REFERENCE TO RELATED APPLICATION(S)

This application claims the benefit under 35 USC 119(a) of Korean Patent Application No. 10-2014-0108276, filed on Aug. 20, 2014 in the Korean Intellectual Property Office, the entire disclosure of which is incorporated herein by reference for all purposes.

### BACKGROUND

#### 1. Field

The following description relates to an axle assembly which allows for a more precise measuring of wheel speed by providing a speed sensor on a locking jaw formed at an inner portion of a knuckle of a bearing and a magnetic encoder is provided to the bearing, whereby the speed sensor and the magnetic encoder are closely positioned with each other.

#### 2. Description of Related Art

In general, a mounting structure of a first generation wheel bearing is to press-fit a bearing **1** into a knuckle **2** in an inner side of a vehicle as shown in FIGS. 1A and 1B.

The method of using a tone wheel **3** to measure a wheel rotation speed of a current vehicle has been widely used.

By sensing the movement of the tone wheel **3** mounted on a drive shaft via a wheel speed sensor **5**, the wheel rotation speed of the vehicle can be calculated.

On the other hand, in a case that Indirect Tire Pressure Monitoring System (i-TPMS) is provided to a vehicle, using the magnetic encoder for measuring the wheel rotation speed instead of the tone wheel is the current trend.

In the case of using the magnetic encoder instead of using the tone wheel, how the speed sensor is close to the magnetic encoder is the key for accurate measurement.

In the first generation wheel bearing structure, however, there was difficulty in making the magnetic encoder sensor and the speed sensor to be closed with each other.

The case of measuring the wheel speed of a vehicle by using the magnetic encoder with magnetic properties and the speed sensor can measure more accurate and delicate signal than the case of measuring the wheel speed of a vehicle by using the tone wheel and the wheel speed sensor. However, it was difficult to make the speed sensor and the magnetic encoder to be closed with each other in the first generation wheel bearing assembly structure.

### SUMMARY

This Summary is provided to introduce a selection of concepts in a simplified form that are further described below in the Detailed Description. This Summary is not intended to identify key features or essential features of the claimed subject matter, nor is it intended to be used as an aid in determining the scope of the claimed subject matter.

In one general aspect, an axle assembly for measuring wheel speed includes a knuckle having a locking jaw for a bearing formed at a position on a vehicle, the knuckle including an inner circumferential surface configured to allow the bearing to be inserted from the outside of the vehicle to the inside, a speed sensor affixed to the locking jaw and a magnetic encoder affixed to the bearing.

The axle assembly may include the locking jaw formed in an annular shape toward a center from the inner circumfer-

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ential surface of the knuckle, and a mounting space in which the speed sensor can be positioned is formed at the locking jaw

The axle assembly may include a mounting space formed by cutting toward the inner circumference circumferential surface of the knuckle from an inner circumferential surface of the locking jaw.

The axle assembly may be configured such that the height of the locking jaw is formed to be larger than the height of the speed sensor.

The axle assembly may be configured such that the magnetic encoder is formed in an annular shape capable of being attached to one side surface of the bearing and attached to the one surface in contact with the locking jaw among the two sides of the bearing.

The axle assembly may include a drive shaft engaged with the bearing and fixed to the vehicle a hub coupled with the drive shaft, and wheels engaged with the hub.

Other features and aspects will be apparent from the following detailed description, the drawings, and the claims.

### BRIEF DESCRIPTION OF THE DRAWINGS

FIGS. 1A and 1B are perspective views of a wheel bearing according to the prior art.

FIGS. 2A and 2B are a partial perspective view and a partial cross-sectional view illustrating an example of an axle assembly for precision wheel speed measurement.

FIG. 3 is another partial perspective view illustrating an example of an axle assembly for precision wheel speed measurement.

FIG. 4 is yet another partial perspective view illustrating an example of an axle assembly for precision wheel speed measurement.

FIGS. 5A, 5B and 5C are partial perspective views illustrating an example of a magnetic encoder included in an axle assembly for precision wheel speed measurement.

FIG. 6 is a cross-section view illustrating an example of a speed sensor included in an axle assembly for precision wheel speed.

### DETAILED DESCRIPTION

The following detailed description is provided to assist the reader in gaining a comprehensive understanding of the methods, apparatuses, and/or systems described herein. However, various changes, modifications, and equivalents of the systems, apparatuses and/or methods described herein will be apparent to one of ordinary skill in the art. The progression of processing steps and/or operations described is an example; however, the sequence of and/or operations is not limited to that set forth herein and may be changed as is known in the art, with the exception of steps and/or operations necessarily occurring in a certain order. Also, descriptions of functions and constructions that are well known to one of ordinary skill in the art may be omitted for increased clarity and conciseness.

The features described herein may be embodied in different forms, and are not to be construed as being limited to the examples described herein. Rather, the examples described herein have been provided so that this disclosure will be thorough and complete, and will convey the full scope of the disclosure to one of ordinary skill in the art.

As shown in FIGS. 2A to 6, an axle assembly for precision measuring of wheel speed according to embodiments of the present application may include a knuckle **100** having a locking jaw **120** for a bearing **110** formed at a position close

to a moving part of the vehicle, the knuckle including an inner circumferential surface configured to allow the bearing **110** to be inserted from the outside of the vehicle to the inside; a speed sensor **200** provided to the locking jaw **120**; and a magnetic encoder **300** provided to the bearing **110**.

The locking jaw **120** may be formed in an annular shape toward the center from the inner circumference surface of the knuckle **100**. A mounting space **121** in which the speed sensor **200** can be positioned may be formed at the locking jaw **120**.

In an embodiment of the present application, the mounting space **121** may be formed by cutting toward the inner circumferential surface of the knuckle **100** from an inner circumferential surface of the locking jaw **120**.

In an embodiment, in order to prevent the speed sensor **200** from being damaged by press-fitting of the bearing **110**, the height of the locking jaw **120** may be formed larger than that of the speed sensor **200**.

Further, the speed sensor **200** may be mounted at a through-hole opened toward the mounting space **121** through the knuckle **100**.

The speed sensor **200** may be positioned close to the bearing **110**, e.g., at a distance of up to 0.5 mm.

The magnetic encoder **300** may be formed in an annular shape capable of being attached to one side surface of the bearing **110** and attached to the one surface in contact with the locking jaw **120** among the two sides of the bearing **110**.

Since the magnetic encoder **300** may be manufactured in order for N-pole and S-pole to be repeated, it may be possible to more accurately measure the wheel rotation speed of the vehicle as compared to a conventional tone wheel.

Since the magnetic encoder **300** and the speed sensor **200** may be sealed by the inner side surfaces of the bearing **110** and the knuckle **110**, contaminants may be prevented from entering from the outside, whereby the speed sensor **200** is prevented from being contaminated.

The axle assembly for making precision wheel speed measurements according to an embodiment of the present application may further include a drive shaft **400** engaged with the bearing **110** and fixed to the vehicle; a hub **500** coupled with the drive shaft **400**; and wheels engaged with the hub **500**.

The magnetic encoder **300** is used in an Indirect Tire Pressure Monitoring System (i-TPMS), thereby reducing the cost for application to the vehicle more than the Tire Pressure Monitoring System (TPMS).

However, in order to apply the magnetic encoder **300** to a compact car, there may be a disadvantage in that the size of the bearing **110** must be raised in order to increase the sensing ability. This is because the magnetic force should be raised by increasing the area of the magnetic encoder **300** overlaid over the bearing **110**.

Therefore, if the axle assembly is produced according to the present application in which the speed sensor **200** can be positioned closer to the magnetic encoder **300** provided to the bearing **110** compared to the conventional method, it is excepted the magnetic encoder **300** will be available in compact car without increasing the size of the bearing **110**.

While this disclosure includes specific examples, it will be apparent to one of ordinary skill in the art that various changes in form and details may be made in these examples without departing from the spirit and scope of the claims and their equivalents. The examples described herein are to be considered in a descriptive sense only, and not for purposes of limitation. Descriptions of features or aspects in each example are to be considered as being applicable to similar features or aspects in other examples. Suitable results may be achieved if the described techniques are performed in a different order, and/or if components in a described system, architecture, device, or circuit are combined in a different manner and/or replaced or supplemented by other components or their equivalents. Therefore, the scope of the disclosure is defined not by the detailed description, but by the claims and their equivalents, and all variations within the scope of the claims and their equivalents are to be construed as being included in the disclosure.

What is claimed is:

1. An axle assembly for measuring wheel speed, the axle assembly comprising:

a knuckle comprising a locking jaw for a bearing formed at a position on a vehicle, the knuckle comprising an inner circumferential surface configured to allow the bearing to be inserted from the outside of the vehicle to the inside;

a speed sensor affixed to the locking jaw; and

a magnetic encoder affixed to the bearing,

wherein:

the locking jaw is formed in an annular shape toward a center from the inner circumferential surface of the knuckle,

a mounting space in which the speed sensor can be positioned is formed at the locking jaw, and

wherein the mounting space is formed by cutting toward the inner circumferential surface of the knuckle from an inner circumferential surface of the locking jaw.

2. The axle assembly of claim 1, wherein the height of the locking jaw is formed to be larger than the height of the speed sensor.

3. The axle assembly of claim 2, wherein the magnetic encoder and the speed sensor are sealed by inner side surfaces of the bearing and the knuckle.

4. The axle assembly of claim 1, wherein the magnetic encoder is formed in an annular shape capable of being attached to one side surface of the bearing and attached to the one surface in contact with the locking jaw among the two sides of the bearing.

5. The axle assembly of claim 1, further comprising:

a drive shaft engaged with the bearing and fixed to the vehicle;

a hub coupled with the drive shaft; and

wheels engaged with the hub.

6. The axle assembly of claim 1, wherein the speed sensor is mounted at a through-hole extending toward the mounting space through the knuckle.

7. The axle assembly of claim 1, wherein the magnetic encoder comprises a repeating pattern of N-pole and S-pole.

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